



Klinge Road Project

District Department of Transportation

Presentation by

Dan Tangherlini, Director

Councilmember Phil Mendelson

Town Hall

January 21, 2003

d.

DISTRICT DEPARTMENT OF TRANSPORTATION



Klinge Road Project

- Klinge Road, NW provides west to northeast access from the Washington National Cathedral to Beach Drive in Rock Creek Park.
- Klinge Road was closed to traffic between Porter St, NW and Cortland Place, NW in 1991 due to deterioration of the roadway from drainage failure.
- In 1999, The Louis Berger Group, Inc. was contracted to study the transportation, environmental and socioeconomic aspects of alternatives related to Klinge Road (cost: \$202,625).





Klinge Road Project

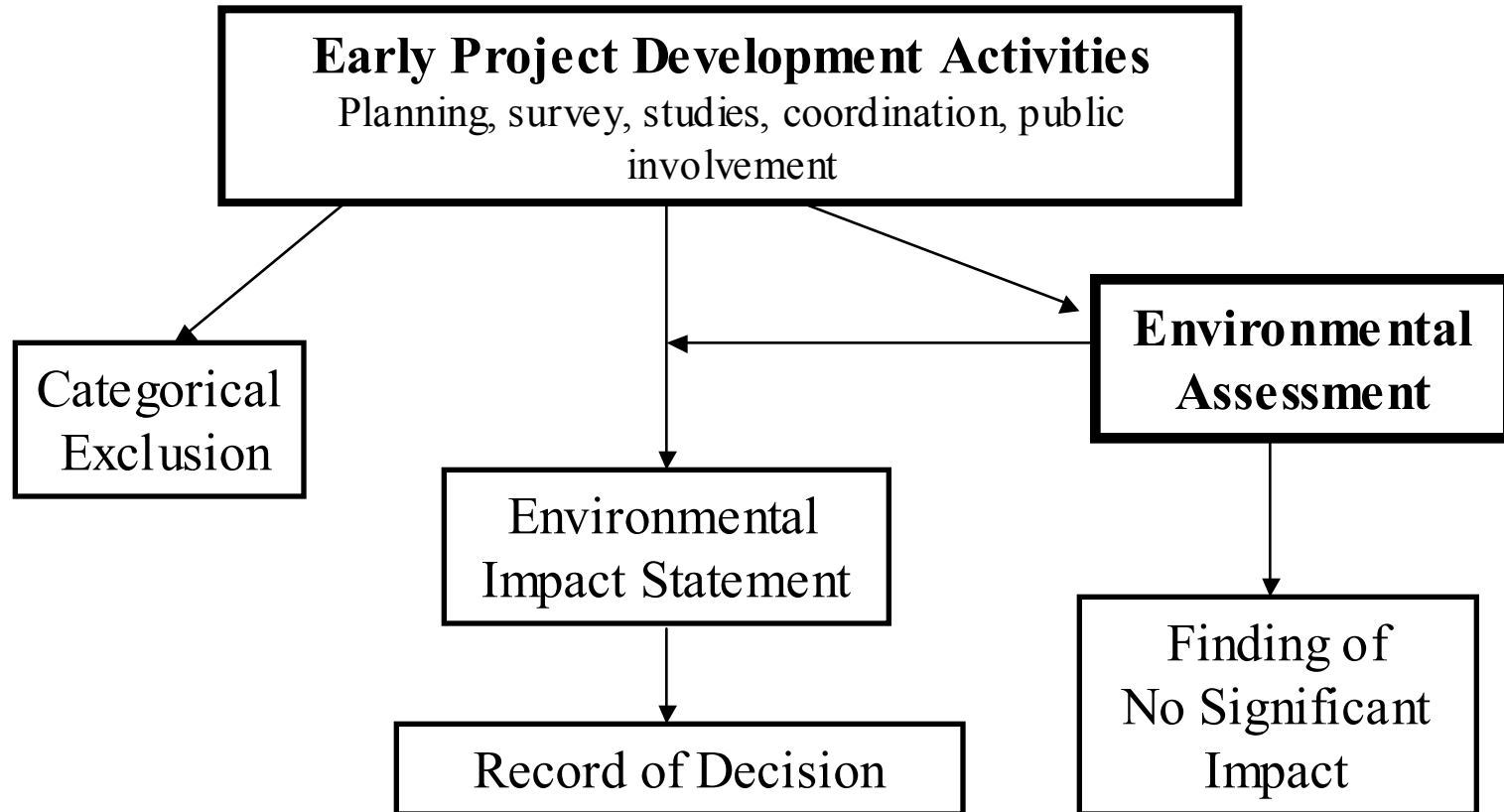
Klinge Road: Context

- Klinge carried 3,200 vehicles/day before 1990 closing; Porter St carried 15,800 vehicles/day (1986)
- Rock Creek Park crossings above Calvert Street carry approximately 90,000 vehicles/day
- Traffic on Connecticut Ave increased slightly during 1986 - 2000 (approximate increase of 2% – 8%)
- The study indicated that reopening Klinge Rd would produce negligible long-term impacts to traffic congestion or safety at surrounding intersections



Klinge Road Project

Environmental Review Process





Klingle Road Project

Environmental Assessment

- Not a Categorical Exclusion and does not clearly require the preparation of an Environmental Impact Statement
- To determine the appropriate environmental document required
- Significance of environmental impacts is not clearly established



Klinge Road Project

Berger Study: Option Costs (Updated)

- Option A: No Action Alternative = \$500,000
- Option B: No Build Alternative = \$1.15 million
- Option C: Green Space Alternative = \$1.43 million
- Option D: Bike Recreation and Facility Management = \$1.45 million
- Option E: Rebuild Klinge Rd to its Original Alignment = \$5.71 million
- Option F: Build Klinge to Accommodate Vehicular, Pedestrian and Bicycle Uses = \$6.91 million
- Option G: Build Klinge as a One-Way Road and a Pedestrian/Bicycle Lane = \$5.34 million



Kling Road Project

Opportunity Costs: *Examples of How \$4.25 million Could be Used*

- **Twelve Natural Gas Buses:** DDOT could purchase 12, 40-foot natural gas buses, with the capacity to carry approximately 5,900 passengers/day. (*estimated cost of \$343,500 each*).
- **North Portal Estates and Shepherd Park Traffic Calming Study:** This study would be designed to investigate and implement traffic calming measures in the Ward 4 communities of Colonial Village, North Portal Estates, and Shepherd Park (SNAP Cluster 16) along 16th Street, NW in Upper Northwest Washington, DC (*estimated cost: \$130,000 to \$150,000*).
- **Eight Fiscal Years of Traffic Calming Studies:** DDOT could fund eight years of Traffic Calming Studies throughout the District for \$4.25 million (*estimated cost: \$50,000 per study at a rate of ten studies per fiscal year*).
- **Implementation of Columbia Heights Transportation Study Recommendations:** The study will analyze the transportation impacts of new commercial and residential developments along the 14th Street, NW corridor. Recommendations could include improvements to nearby Porter Street, NW and Calvert Street, NW and reconfiguration of intersections adjacent to the new developments. (*estimated cost: \$1.5 to \$2 million*).



Klinge Road Project

Environmental Concerns

- Severe soil erosion
- Degradation of water quality
- Negative impact on quality of aquatic habitat
- Increased noise pollution
- Increase in nitrogen dioxide (*implicated in respiratory infections*)
- Increase in lighting and human activities would limit use of the area for some species



Klinge Road Project

Regulatory Agency Constraints

- The National Park Service (NPS) does not support reopening Klinge Road to vehicular traffic. NPS support is necessary for:
 - Permits to rebuild Klinge Road; and
 - Consultation on environmental impacts to qualify for Federal funds.
- US Army Corps of Engineers approval is necessary for:
 - Permits to comply with the Clean Water Act for Klinge Creek
- DC Department of Health concerns include adverse water quality, air quality, noise and wildlife impacts



Klingle Road Project

The Porter - Connecticut Intersection

- **Study delay times.** The data from DDOT's study created a misunderstanding; above a certain volume threshold, traffic engineering software does not properly handle the calculation of delay times.
- **Actual delay times.** To attempt to clear up this misunderstanding, DDOT staff recently collected travel times through the intersection: **(1)** 15 trips eastbound on Porter during the PM peak averaged about 1 minute 45 seconds compared to the 8 minute 11 second delay figure from the study. **(2)** 14 of these trips during the AM peak averaged 2 minutes, compared to 9 minutes 27 seconds. **(3)** 14 trips westbound on Porter making a left on Connecticut during the AM peak averaged about 3 minutes 35 seconds, compared to 9 minutes 38 seconds in the study.
- **Connecticut Avenue Transportation Study.** DDOT has committed to a full study to increase safety, enhance communities along the corridor and address east-west traffic issues, *including those at this intersection.*



Klingle Road Project

Reopening Klingle Road...

- Would have mixed traffic benefits at best;
- Would have to pass a strict NPS environmental review;
- Will use funds that can be used to fix bridges, conduct traffic studies and calm traffic in residential neighborhoods;
- Would deprive all DC residents of the benefits of a pedestrian/bicycle amenity.